

# BookletChart™

## Lemon Bay to Passage Key Inlet

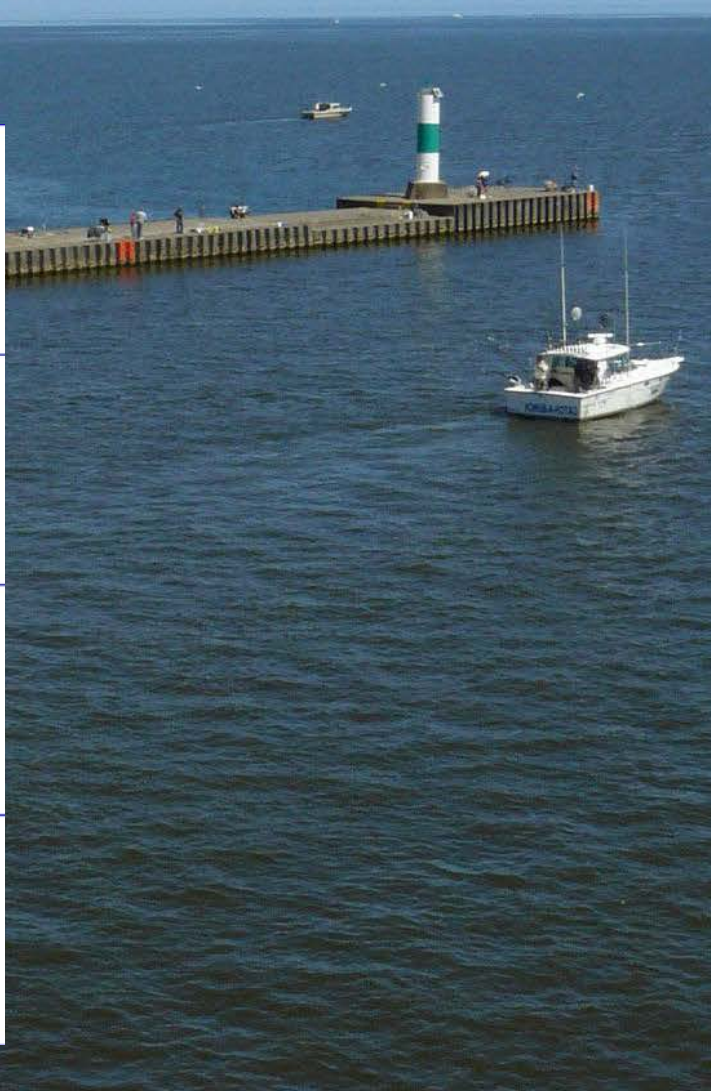
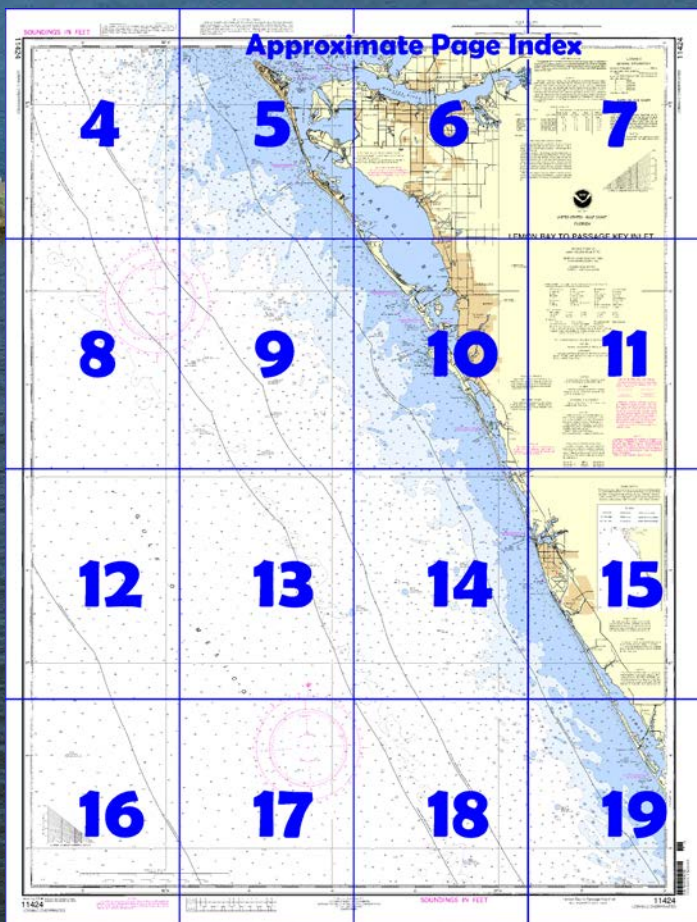
NOAA Chart 11424



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11424>.



### (Selected Excerpts from Coast Pilot)

The coast between Charlotte Harbor and Tampa Bay trends about NW by N, and has a nearly straight sand beach that is broken in places by small inlets. Back of the barrier islands are shallow bays and lagoons which can be entered from the Gulf of Mexico through Gasparilla Pass, Stump Pass, Venice Inlet, Big Sarasota Pass, New Pass, and Longboat Pass. Most of these passes, though marked, are subject to change, and the aids are frequently shifted in position.

The low shore is wooded nearly to the water's edge and has few prominent features except near Boca Grande, Venice, and Sarasota, and for the 720-foot Venice Fishing Pier, about 2.5 miles S of the entrance to

Venice Inlet. The pier is marked at its end by two fixed red lights.

**Gasparilla Pass** between **Gasparilla Island** and **Little Gasparilla Island** affords passage from the Gulf to Gasparilla Sound, Placida Harbor, and the Intracoastal Waterway. Local knowledge is needed to carry the deepest water. In 2003, the reported controlling depth over the bar through the unmarked channel was 3.5 feet.

**Stump Pass**, 6 miles N of Gasparilla Pass, between **Knight Island** and **Manasota Key**, affords passage from the Gulf into the S end of Lemon Bay and the Intracoastal Waterway. The channel is subject to frequent change and should not be attempted without local knowledge. A private light with a daymark reading "Danger Navigate with Local Knowledge Only" marks the approach.

**Venice Inlet**, about 26 miles NW of Port Boca Grande, affords a passage from the Gulf to the Intracoastal Waterway, Roberts, Dona, and Lyons Bays. A dredged channel leads E from the Gulf between parallel jetties for about 0.5 mile to the Intracoastal Waterway. In 2008, the controlling depth in the channel was 5.7 feet. Daybeacons mark the channel. **Venice Inlet Light 1** (27°06'46"N., 82°28'12"W.), 20 feet above the water, is shown from a pile with a square green daymark.

An unmarked fish haven is about 1 mile SW of Venice Inlet.

**Midnight Pass**, 6 miles NNW from Venice Inlet, between **Casey Key** and **Siesta Key**, once afforded a passage from the Gulf to **Little Sarasota Bay** and the Intracoastal Waterway. In 1988, it was reported that this the pass is so closed that it can not be discerned from either the Gulf side or from Little Sarasota Bay.

**Currents.**—In Midnight Pass the flood current sets NE with an average velocity of 1.8 knots, and the ebb sets SW at an average velocity of 1.4 knots.

**Big Sarasota Pass**, 12 miles NNW from Venice Inlet, leads from the Gulf of Mexico to the S end of Sarasota Bay and the Intracoastal Waterway. The pass lies between **Siesta Key** and **Lido Key**, and is marked by lights and daybeacons. A light marks the channel approach. In 2002, the reported controlling depth was 4.4 feet in the approach channel; thence in 1999, less than 5 feet was reported through the pass. The approach channel over the bar and the channel through the pass are subject to continual changes. Mariners are advised to exercise extreme caution. Several large hotel buildings at the S end of Lido Key and along the shore of Siesta Key are prominent.

In 1980, a submerged wreck was reported in the channel approach in about 27°16'26"N., 82°34'25"W. Caution is advised while navigating in the area.

Three fish havens marked by buoys are from 1.1 to 2.2 miles offshore between Big Sarasota Pass and New Pass.

**New Pass**, 2 miles NNW from Big Sarasota Pass, between **Lido Key** and **Longboat Key**, affords passage from the Gulf of Mexico to Sarasota Bay and the Intracoastal Waterway. A dredged channel leads from the Gulf through the pass and crosses the Intracoastal Waterway to a turning basin at Centennial Park. The channel approach is marked by a light, and the channel is marked by a light, buoys, and daybeacons. In 2010, aids to navigation were relocated to mark the best water in the entrance channel to Light 7 due to shoaling to bare, thence the controlling depth was 7.4 feet (8 feet at midchannel) to the highway bridge, thence 5.6 feet (6.4 feet at midchannel) to the Intracoastal Waterway, thence 8 feet in the remainder of the channel, thence 7.4 to 8.0 feet in the turning basin except for lesser depths at the E end of the basin. The channel is subject to shoaling; local knowledge is advised.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225



# Table of Selected Chart Notes

Corrected through NM Apr. 28/12  
Corrected through LNM Apr. 24/12

## HEIGHTS

Heights in meters above Mean High Water.

## NOTE B

The channels at the entrances to many of the bays and rivers on this chart are subject to changes. The buoys at Big Sarasota Pass and Longboat Pass are not charted because they are frequently shifted in position.

## NOTE C

The natural channel location through Stump Pass is subject to continuous change in alignment and depth. DO NOT NAVIGATE in or through the area without absolute knowledge of the channel location and depth. Private aids are not charted in the entrance channel.

## RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Mercator Projection  
Scale 1:80,000 at Lat 27°10'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◐ (Approximate location)

## CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

## NOAA WEATHER RADIO BROADCASTS

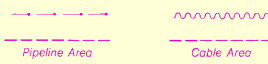
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Tampa, FL	KHB-32	162.550 MHz
Fort Myers, FL	WXK-83	162.475 MHz
Sarasota, FL	WWG-59	162.400 MHz
Largo Marine, FL	KFC-38	162.450 MHz

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

## INTRACOASTAL WATERWAY (Chart 11425)

The project depth is 9 feet from Caloosahatchee River to Anclote River, Fla.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.163" northward and 0.656" eastward to agree with this chart.

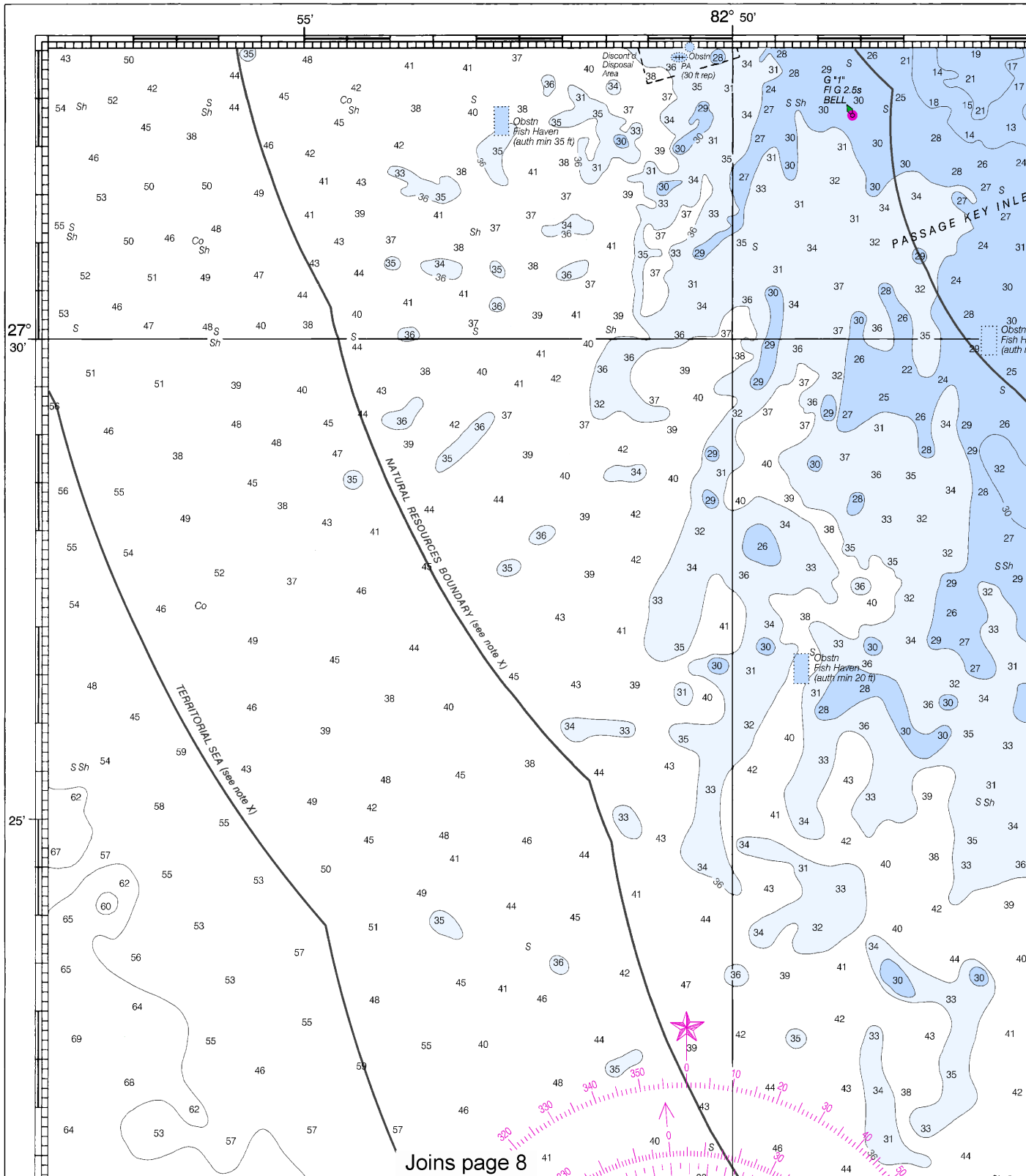
## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Venice Inlet	(27°07'N/082°28'W)	feet	feet	feet
Sarasota	(27°20'N/082°33'W)	2.1	1.7	0.4
Cortez	(27°28'N/082°41'W)	2.1	1.7	0.4
Bradenton	(27°30'N/082°34'W)	2.3	1.9	0.4
Redfish Point	(27°32'N/082°29'W)	2.2	1.8	0.4
Anna Maria Key	(27°32'N/082°44'W)	2.2	2.0	0.3
Englewood	(26°56'N/082°21'W)	1.6	1.3	0.3

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Mar 2012)

## 11424

NOAA and its partner  
and critical corrections.  
Editions are available 2-8  
about Print-on-Demand  
OceanGrafix at 1-877-56

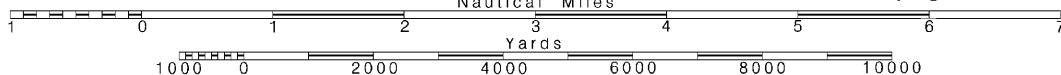


Joins page 8

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



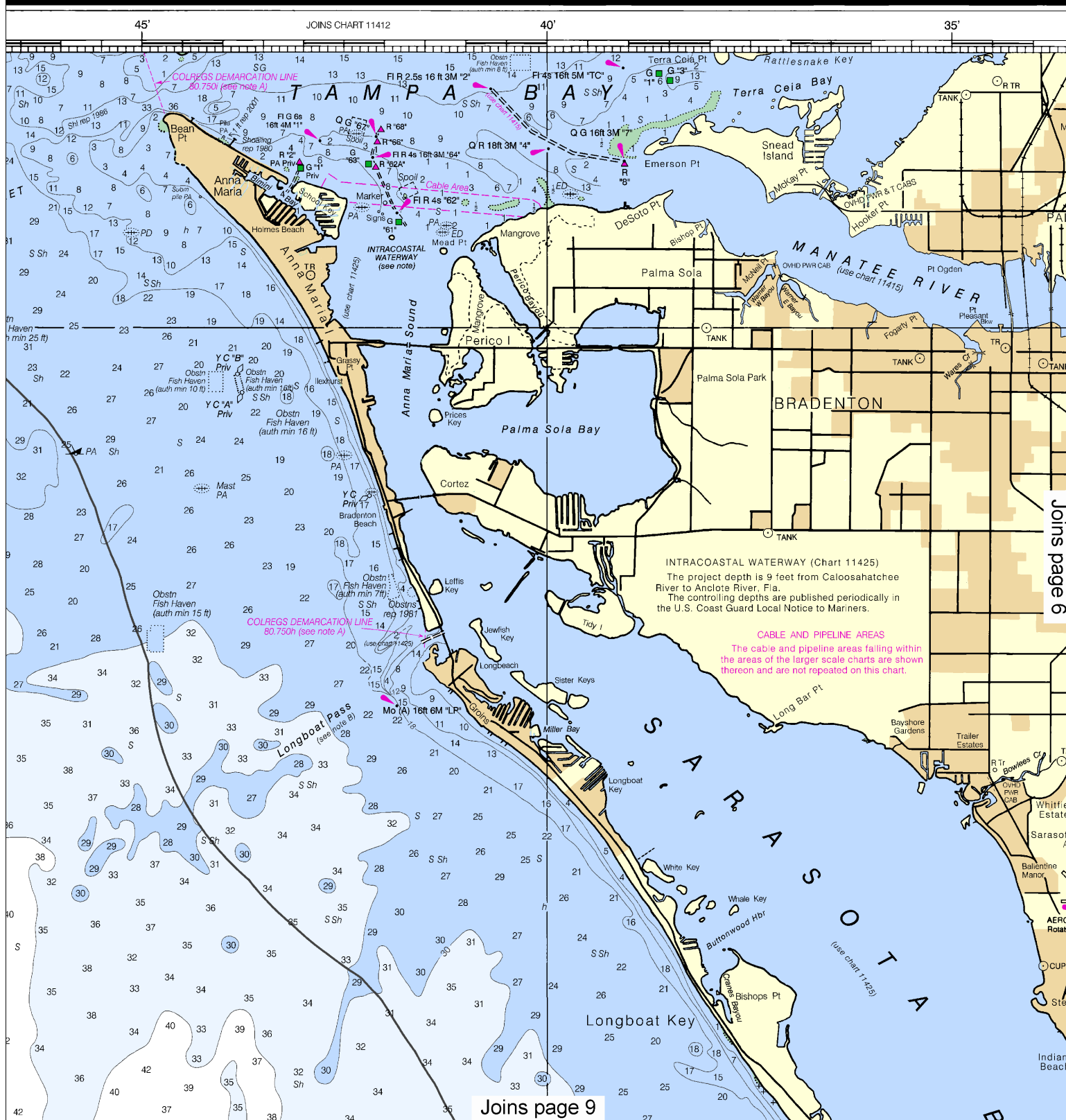
Note: Chart grid lines are aligned with true north.

4

PRINT-ON-DEMAND CHARTS

er, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners  
s. Charts are printed when ordered using Print-on-Demand technology. New  
-8 weeks before their release as traditional NOAA charts. Ask your chart agent  
d charts or contact NOAA at <http://ocsddata.ncd.noaa.gov/ids/inquiry.aspx>, or  
56CHART or <http://www.oceangrafix.com>.

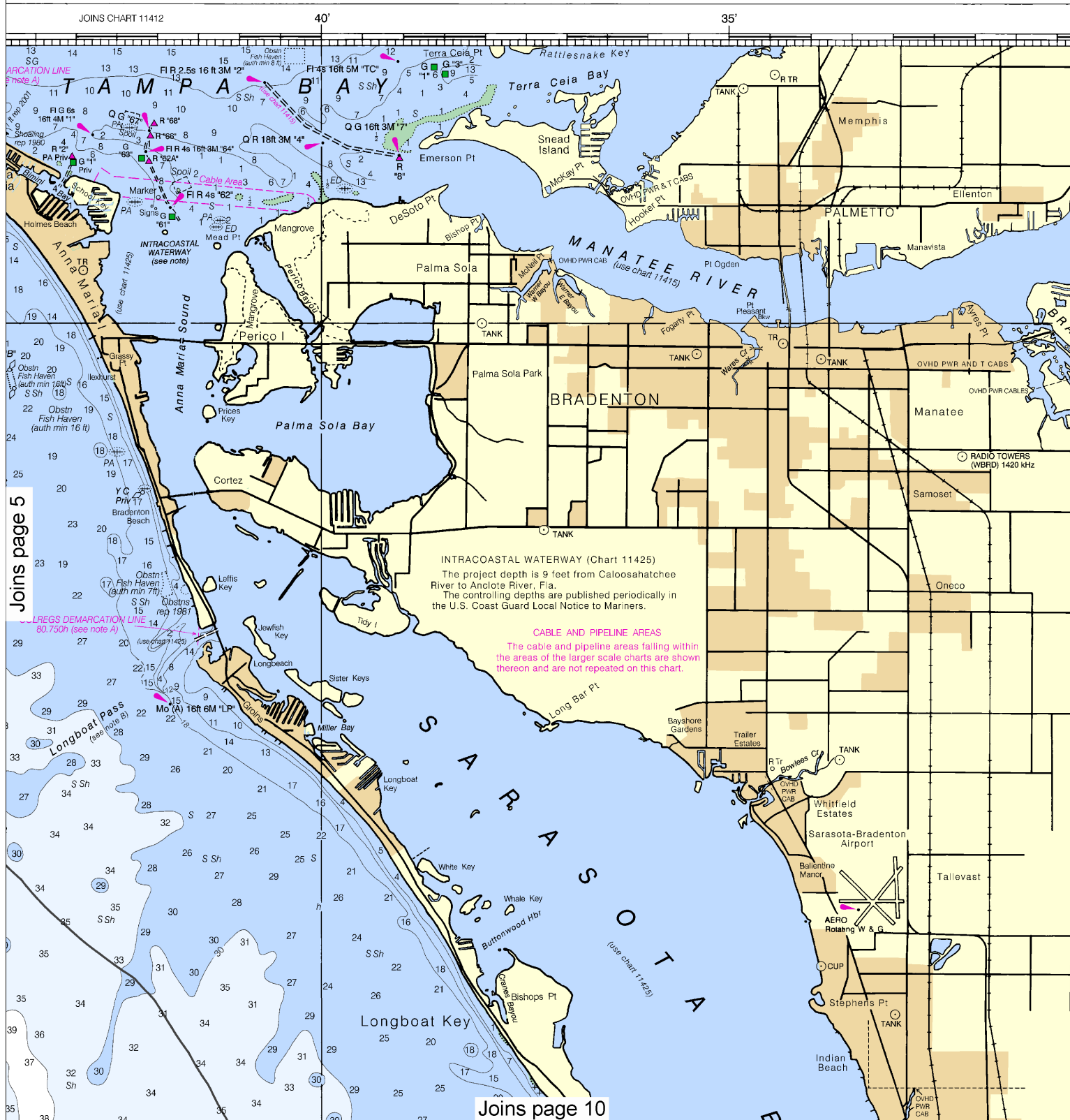
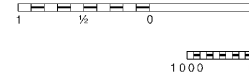
Formerly C&GS 1256, 1st Ed., Dec. 1924 KAPP 176



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:106667. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

OAA for Notices to Mariners  
Demand technology. New  
charts. Ask your chart agent  
[aa.gov/idrs/inquiry.aspx](http://www.noaa.gov/idrs/inquiry.aspx), or

Formerly C&GS 1256, 1st Ed., Dec. 1924 KAPP 176

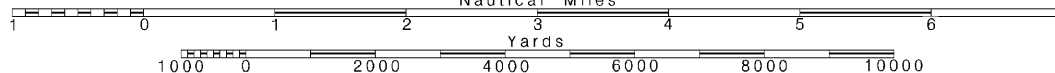


joins page 5

Joins page 10

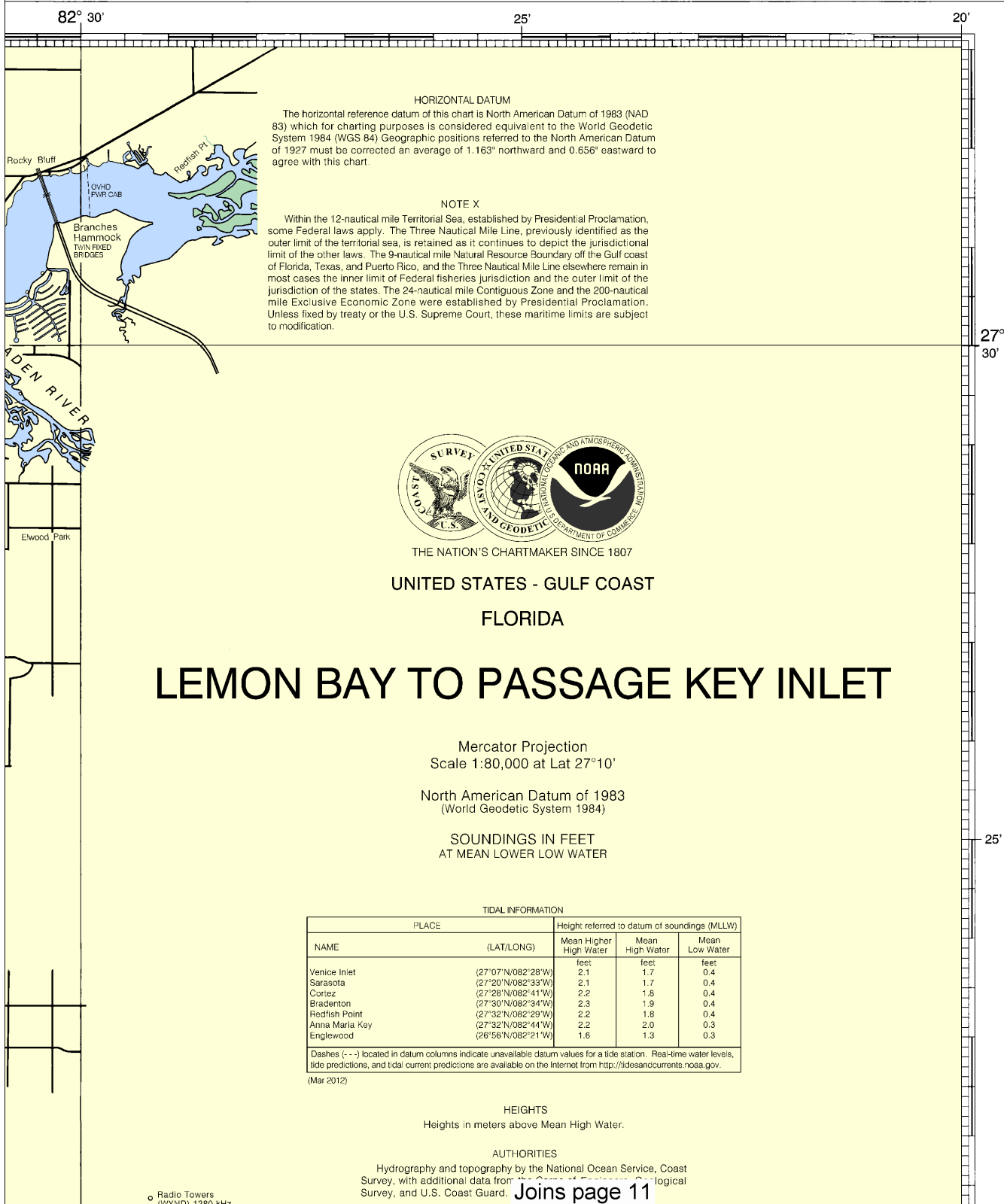
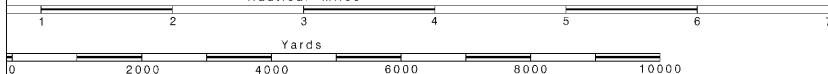
Printed at reduced scale. ~~SCALE 1:80,000~~  
Nautical Miles

See Note on page 5.



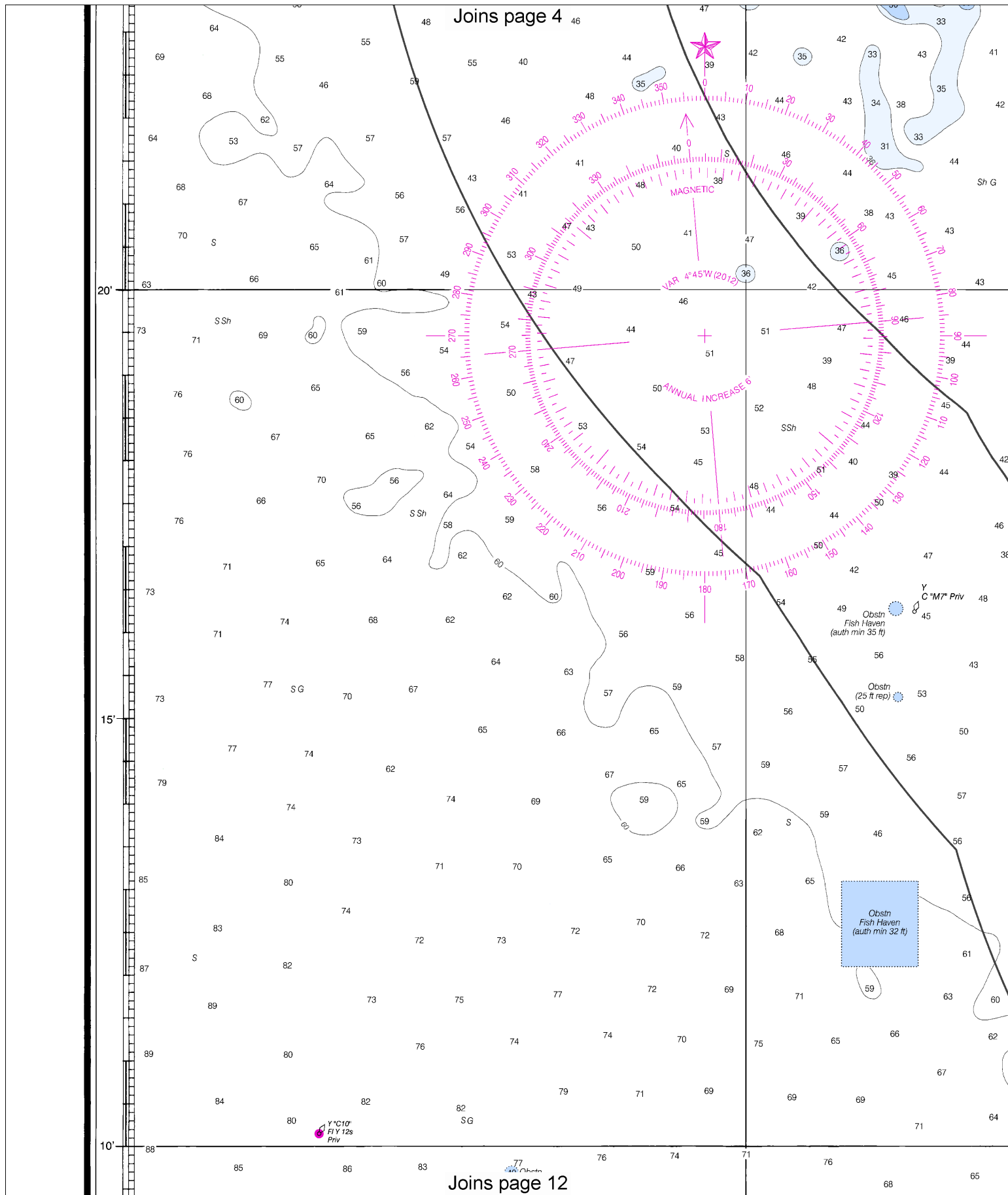
Note: Chart grid lines are aligned with true north.

SCALE 1:80,000  
Nautical Miles



11424





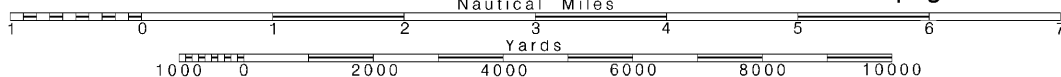
8

Note: Chart grid lines are aligned with true north.

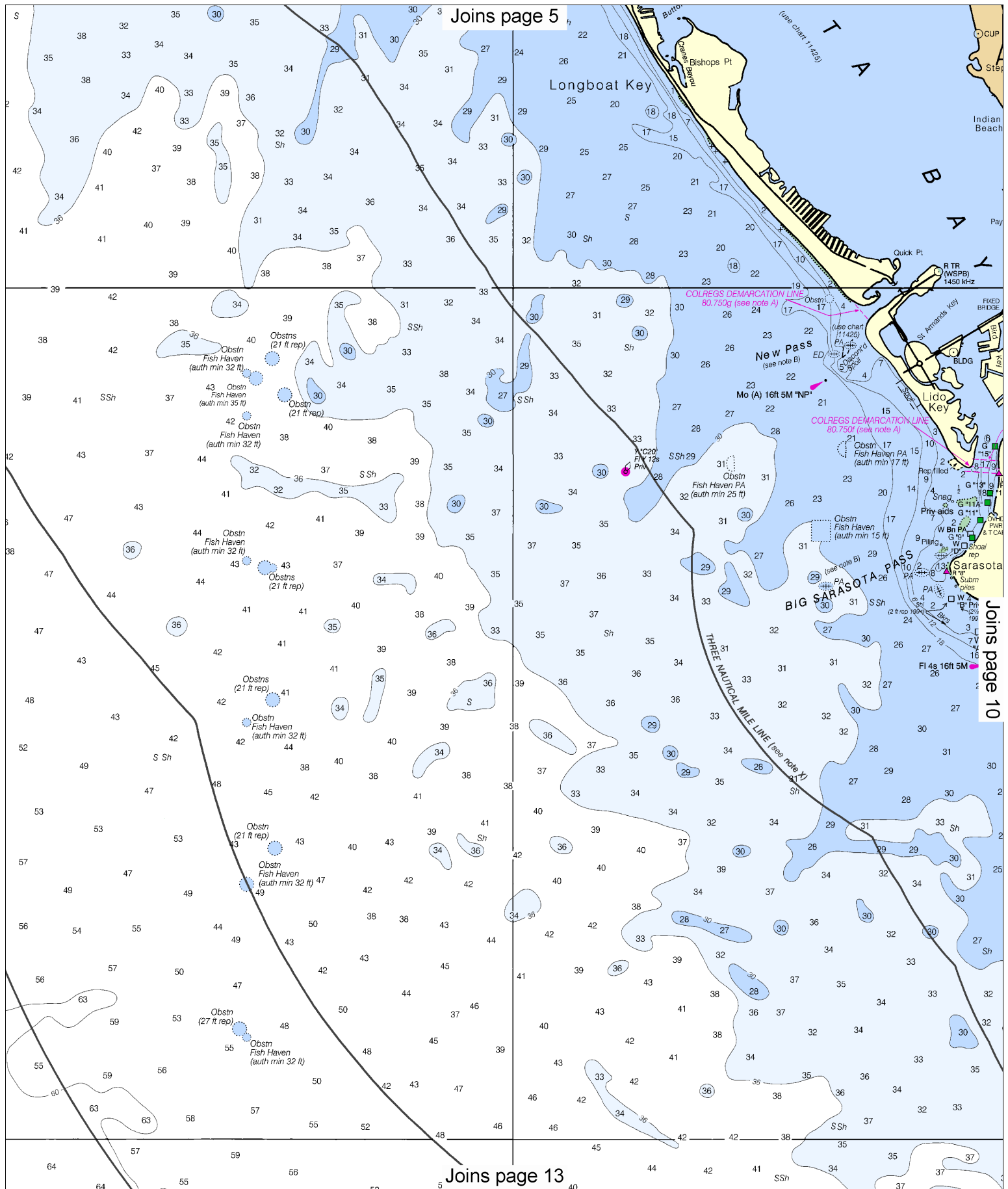
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

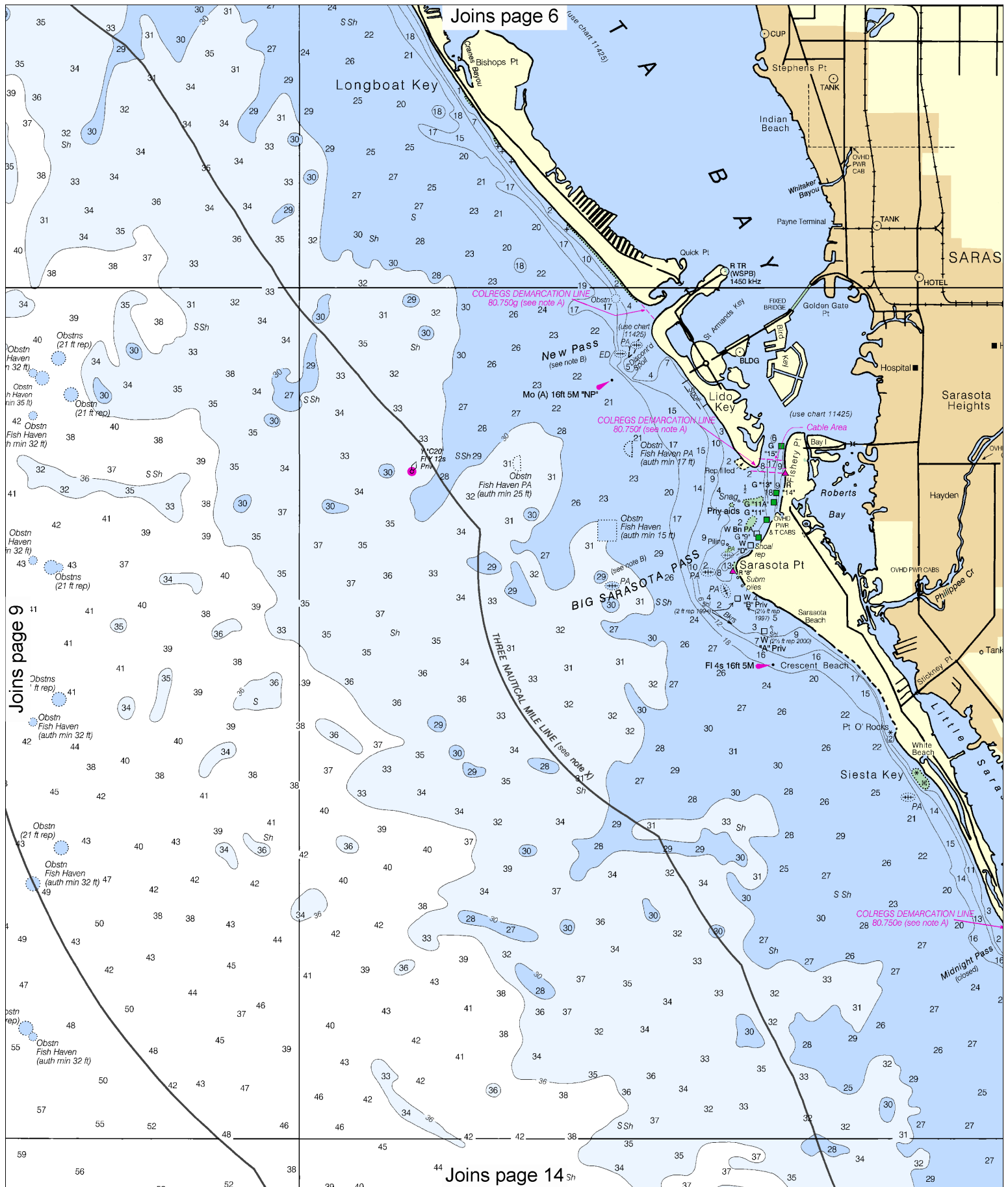
See Note on page 5.





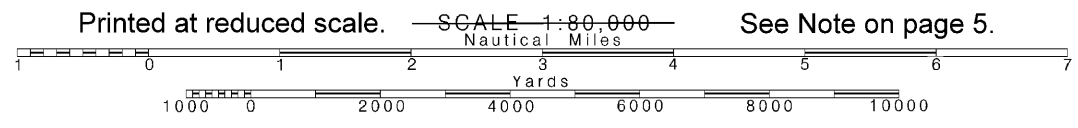


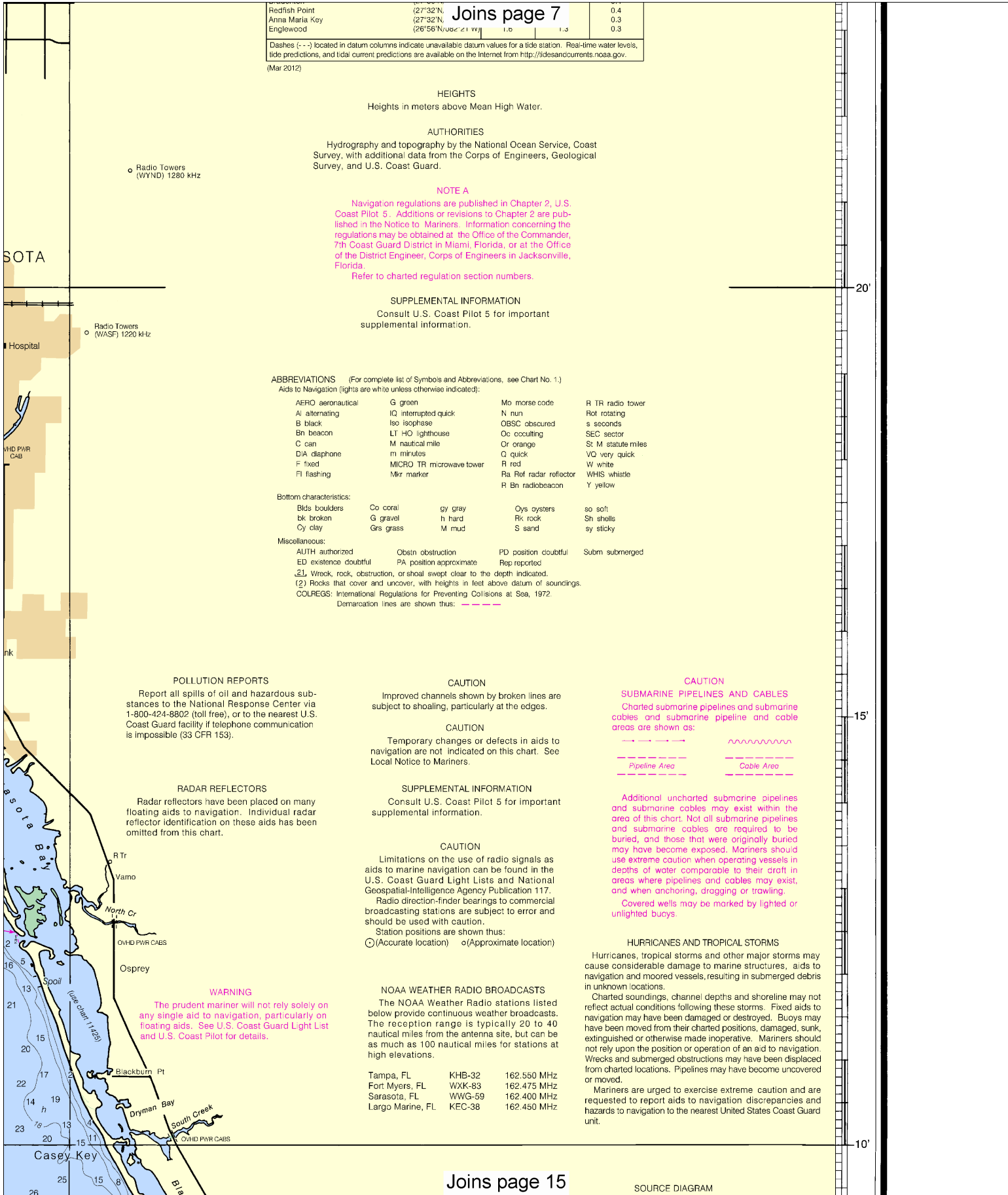
Joins page 10

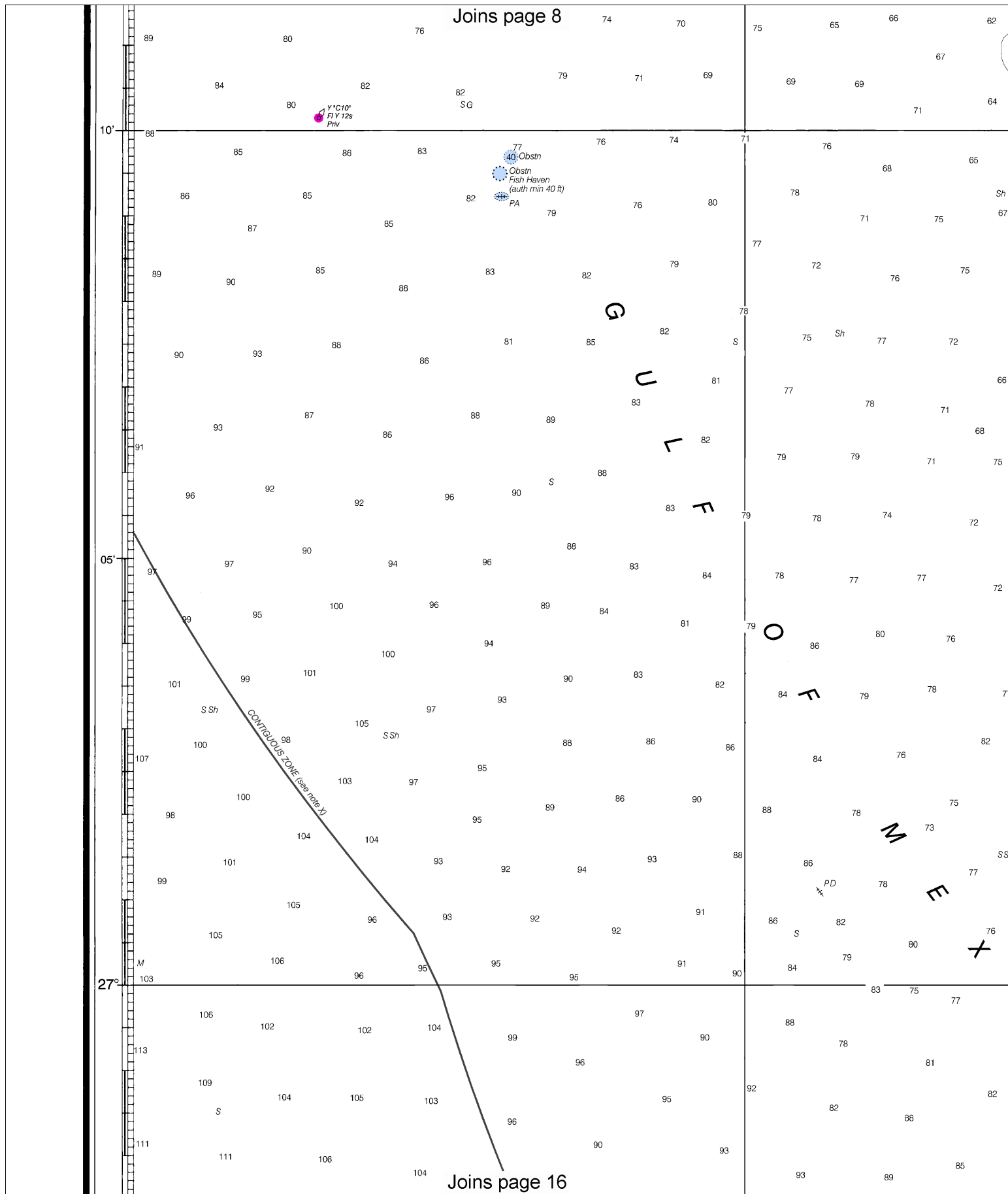


10

Note: Chart grid lines are aligned with true north.







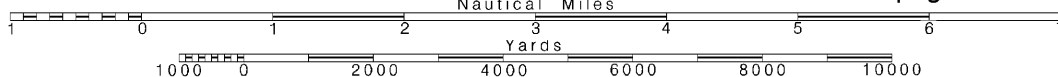
12

Note: Chart grid lines are aligned with true north.

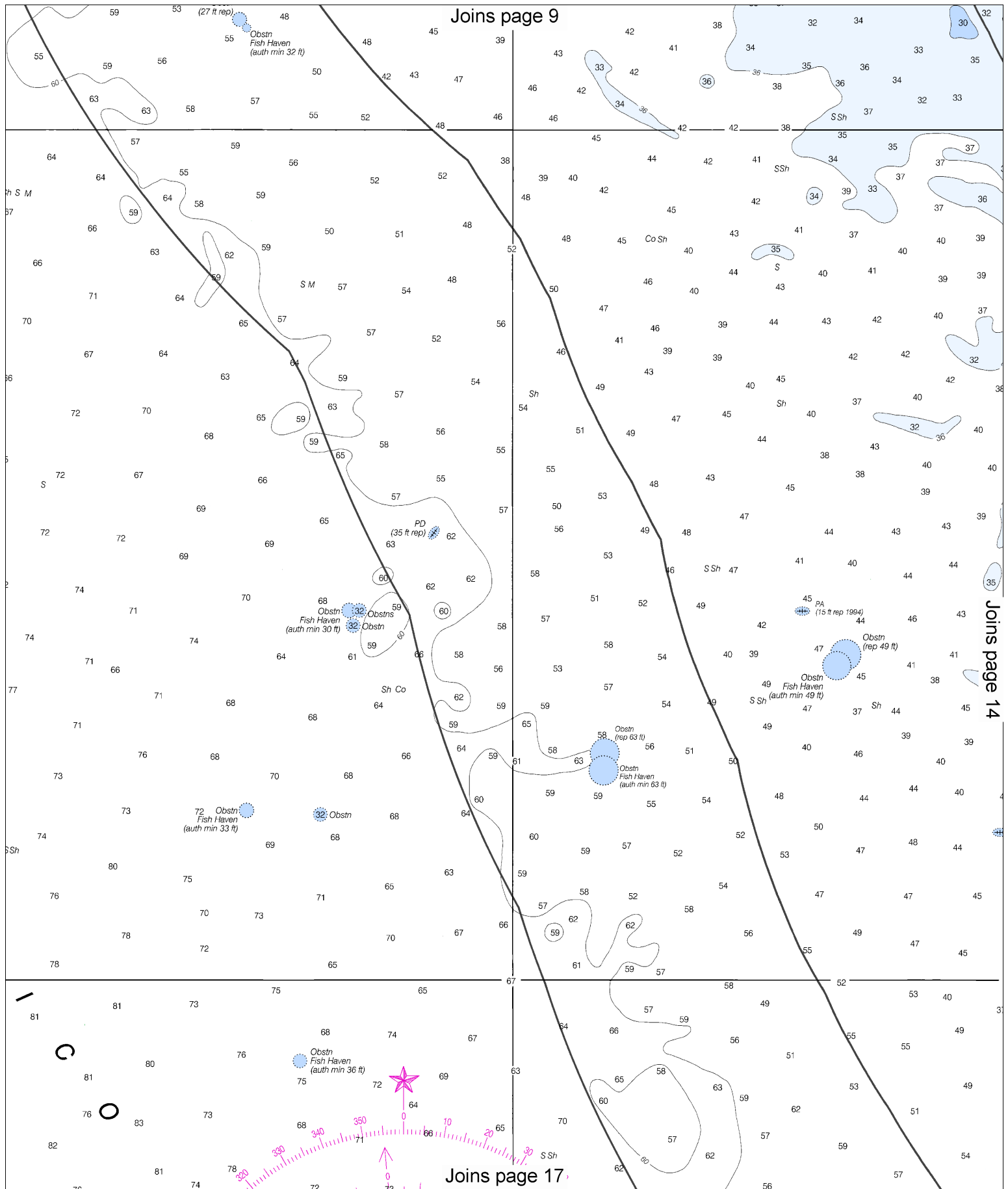
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.







Printed at reduced scale. — SCALE 1:80,000 — See Note on page 5.

Nautical Miles

Yards

Printed at reduced scale. — SCALE 1:80,000 — See Note on page 5.

Nautical Miles

Yards

Printed at reduced scale. — SCALE 1:80,000 — See Note on page 5.

Nautical Miles

Yards

14

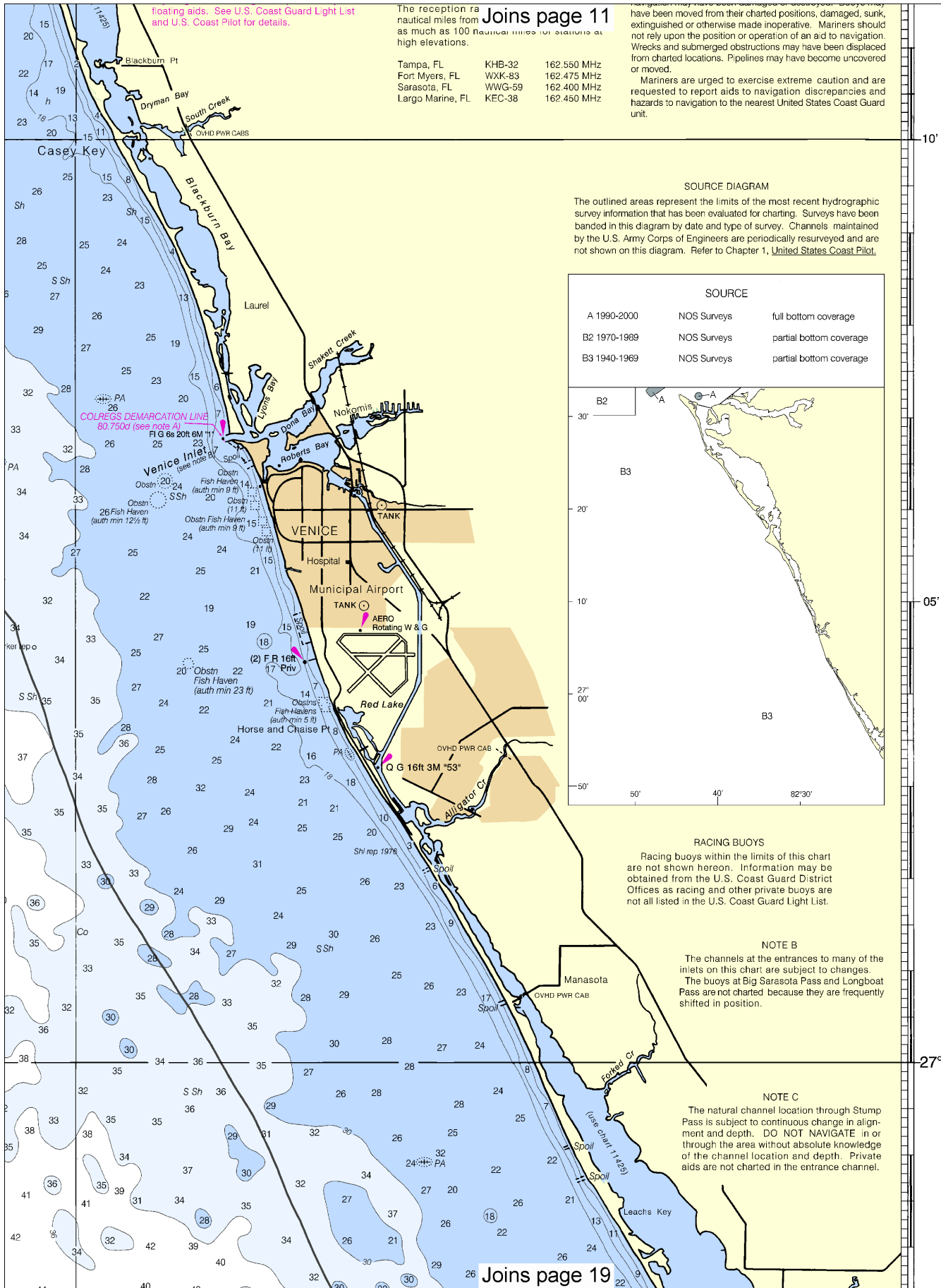
floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

The reception range of the radio beacons may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

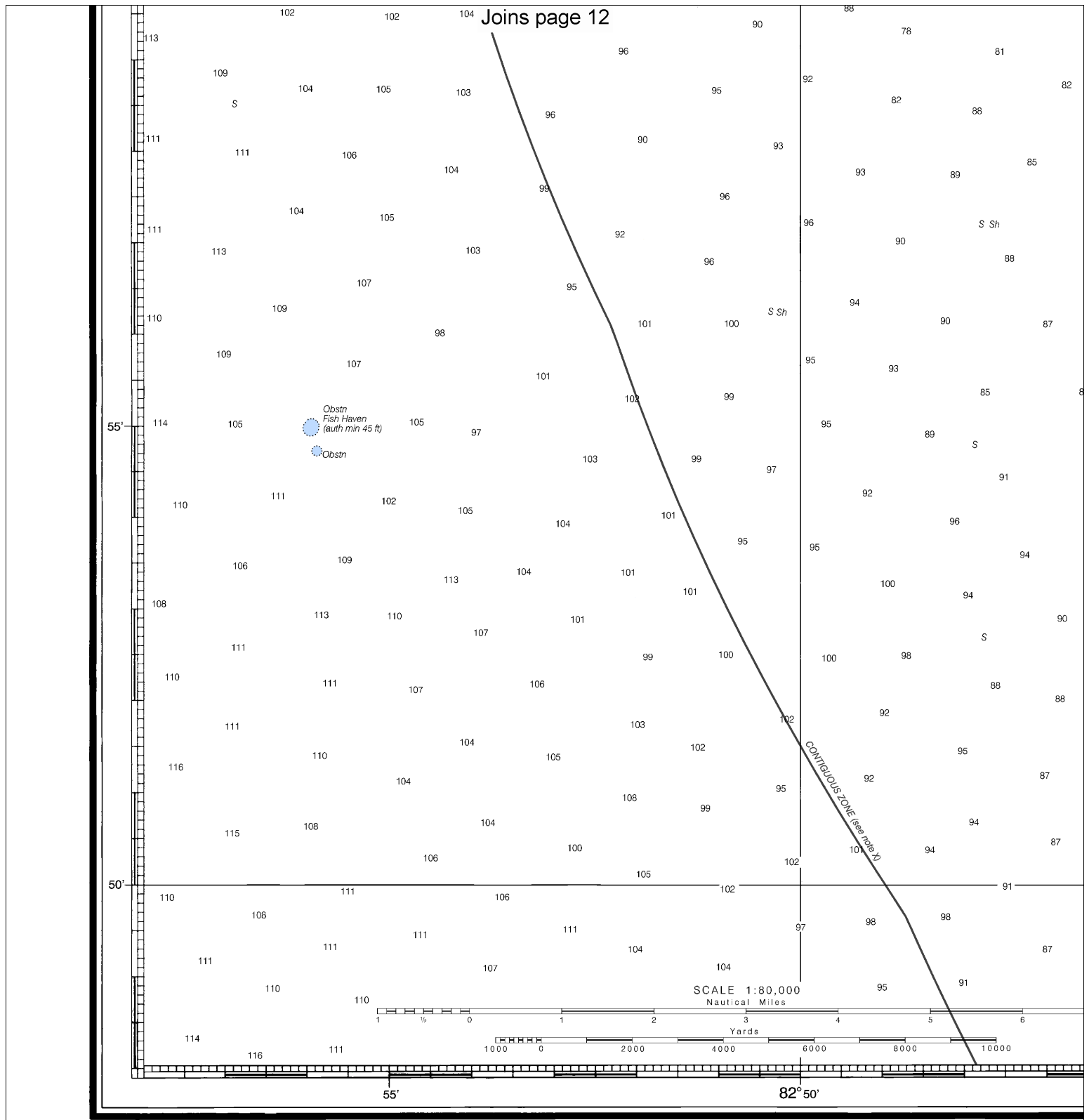
Tampa, FL KHB-32 162.550 MHz  
Fort Myers, FL WXK-83 162.475 MHz  
Sarasota, FL WWG-59 162.400 MHz  
Largo Marine, FL KEC-38 162.450 MHz

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Joins page 11



Joins page 19



20th Ed., Apr. /12 ■ Corrected through NM Apr. 28/12  
 Corrected through LNM Apr. 24/12

11424

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

FATHOMS	1	2	3	4	5
FEET	6	12	18	24	30
METERS	1	2	3	4	5

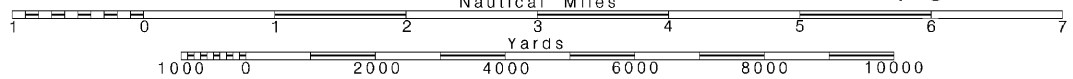
16

Note: Chart grid lines are aligned with true north.

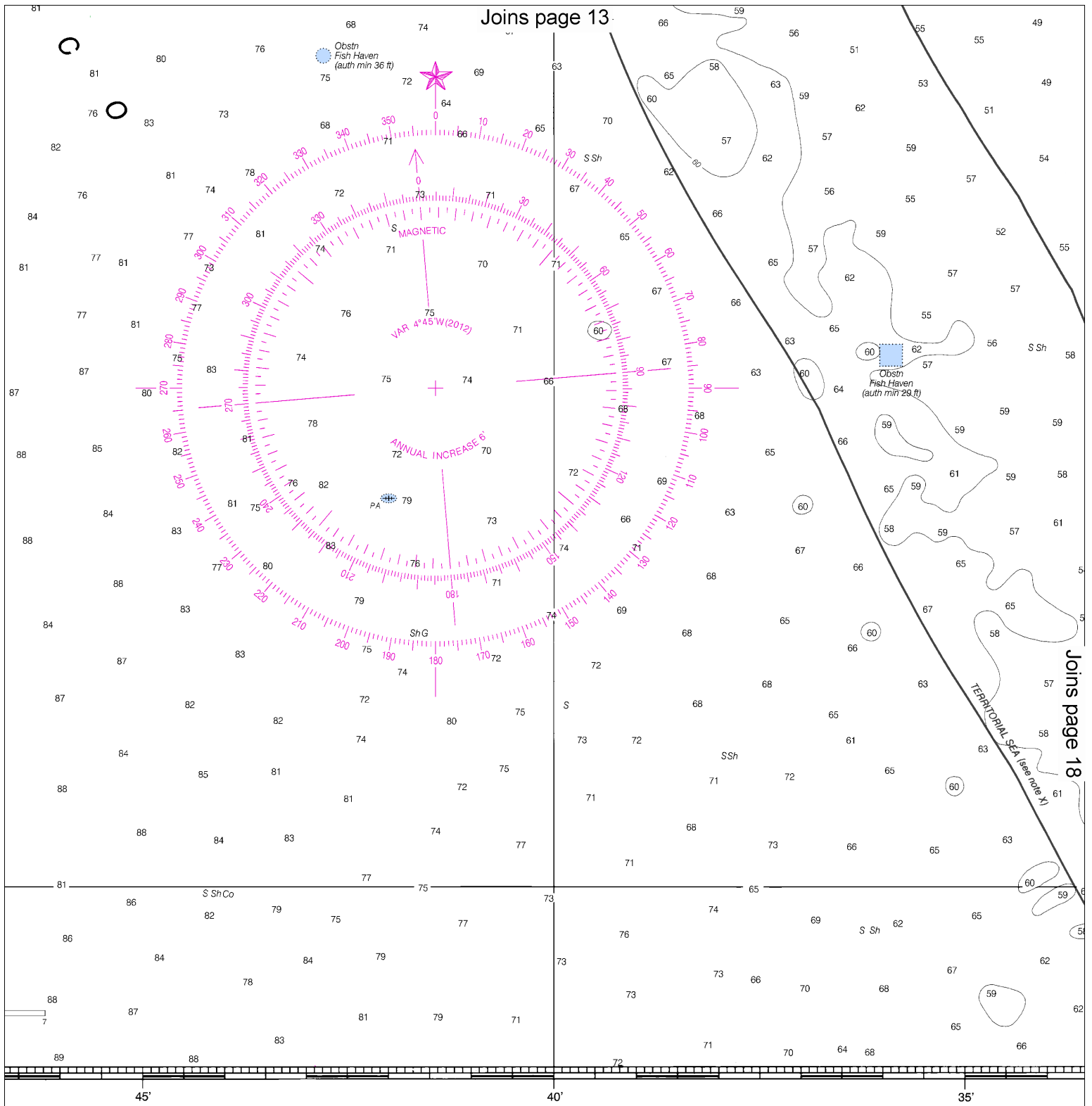
Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



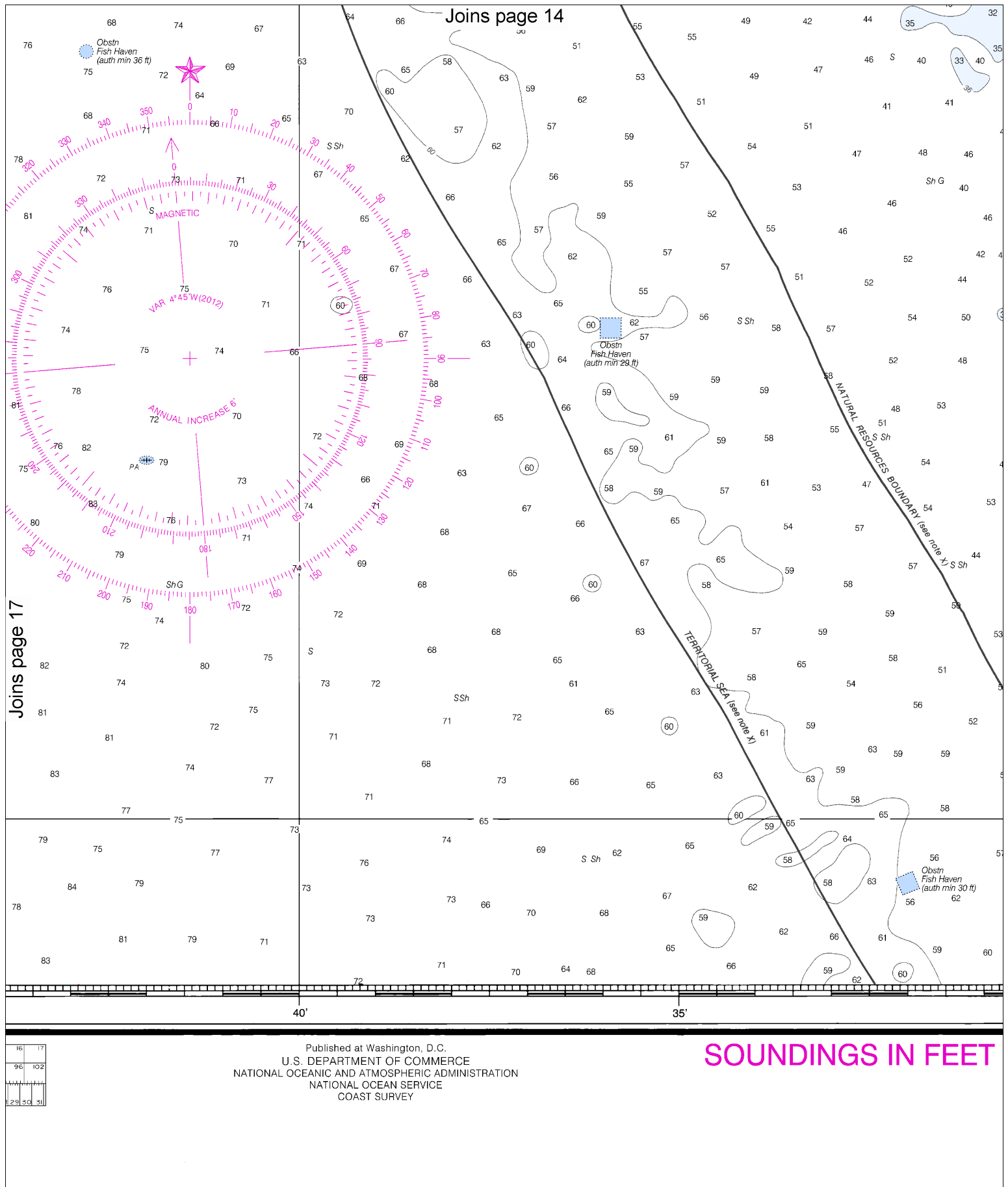




6	7	8	9	10	11	12	13	14	15	16	17
36	42	48	54	60	66	72	78	84	90	96	102
1	11	12	13	14	15	16	17	18	19	20	21
22	23	24	25	26	27	28	29	30	31		

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

SOUN



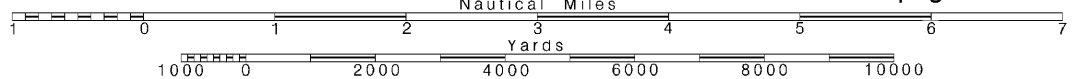
18

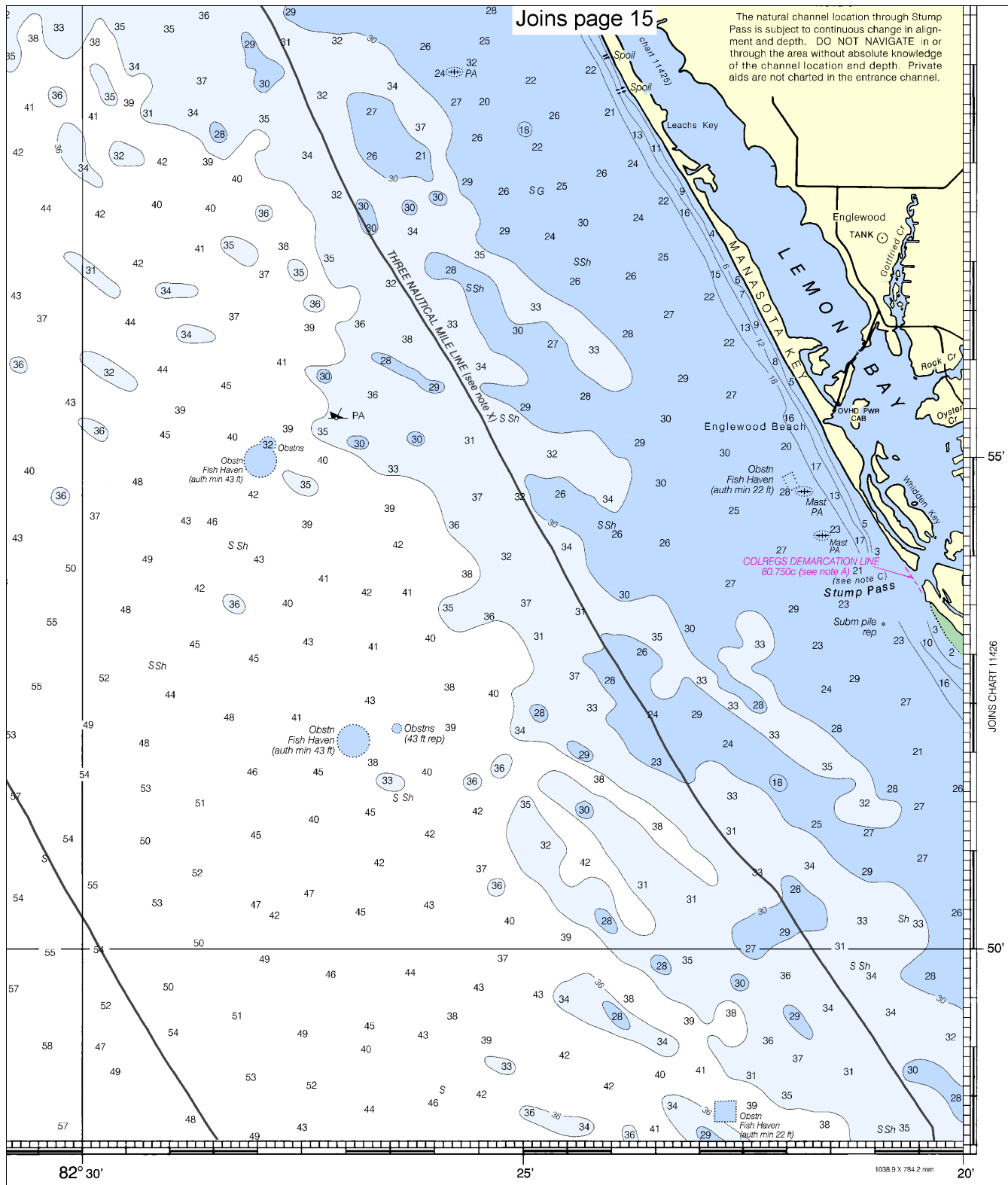
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





The natural channel location through Stump Pass is subject to continuous change in alignment and depth. DO NOT NAVIGATE in or through the area without absolute knowledge of the channel location and depth. Private aids are not charted in the entrance channel.

Lemon Bay to Passage Key Inlet  
SOUNDINGS IN FEET - SCALE 1:80,000

11424

ED. NO. 20

NSN 7642014010190  
NSA REFERENCE NO. 11BC011424



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker